

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, February 8, 2010

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

1. **CALL MEETING TO ORDER:**
 - A) Review and approve minutes of January 11, 2010
2. **COMMUNICATIONS FROM THE FLOOR:**
3. **DISCUSSION:**
 - A) TSC-10-002: Explore exit closure at First and Morton at Hwy 99W
4. **NEW BUSINESS:**
 - A) TSC-10-003: Stop and No Outlet sign request for Emma at Creekside
5. **OLD BUSINESS:**
 - A) TSC-09-014: Stop sign request for 2nd Way at W. First Street
6. **STAFF REPORTS - GENERAL INFORMATION:**
 - A) Police Update
 - B) Engineering update
7. **ADJOURN TO NEXT MEETING:** March 8, 2010

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting.

To request these arrangements, please contact the city recorder, at (503) 537-1283.

For TTY service please call (503) 554-7793

Posted: January 28, 2010

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, January 11, 2010
Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

Members

Present: Chair Michael Simpson Vice Chair Jennifer Dawson (left at 7:29 PM)
Doris Brandt Neal Klein Ronald Sult
Lesley Woodruff James Oravetz Ronald Johns

Members

Absent: Dianna Cotter

Ex Officio: Mayor Bob Andrews (left at 9:43 PM)

Staff

Present: Paul Chiu, Senior Engineer Mary Newell, Support Services Manager
Tim Weaver, Police Sergeant Jennifer Nelson, Recording Secretary

Others

Present: Mary Falardeau, Paul Wanner, Libby Crow, Sarah Thackeray, Mike Malone, Audrey M. Smith, Jack Miller, Kris Scharfenberger, Justin Hovey, and Phil Hagedorn

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:05 PM.

- A) **Nomination & election of 2010 Chairperson of the Traffic Safety Commission**
- B) **Nomination & election of 2010 Vice-Chairperson of the Traffic Safety Commission**

MOTION: Brandt/Woodruff to maintain Michael Simpson as the 2010 Traffic Safety Commission Chair and Jennifer Dawson as the 2010 Traffic Safety Commission Vice-Chair. (8 Yes/0 No/1 Absent [Cotter]) Motion carried.

- C) **Review and approve minutes of November 9, 2009**

MOTION: Sult/Simpson to approve the Traffic Safety Commission Minutes for November 9, 2009 as amended. (8 Yes/0 No/1 Absent [Cotter]) Motion carried.

COMMUNICATIONS FROM THE FLOOR

None.

PUBLIC HEARING

A) Request for reconsideration of Limited Decision to eliminate parking on north and south side of Third Street (TSC-09-012)

TIME – 7:11 PM

Mr. Paul Chiu, Senior Engineer, presented a report (see official meeting packet for full report).

Ms. Mary Falardeau submitted additional written testimony including photos and a letter dated January 11, 2010 to the Traffic Safety Commission (TSC) signed by her father, Mr. Paul Wanner, stating he would rather see the street improved and widened in that area than have tenants lose parking spots, noting it is a high density living area with all duplexes and limited parking (see official meeting packet for full report).

Chair Simpson asked if she was the owner of the homes and if there were occupants in each of them. Ms. Falardeau stated tax lots 2521 and 2525 were owned by her father and both homes were duplexes with families in each.

Chair Simpson asked staff if there were any plans scheduled to widen the south side up to the standard and for the rest of the street. Staff replied there were not any plans at this time and improvements would be development driven. Ownership of the right of way was also in question.

Mr. Chiu mentioned emails between Mr. Joe Hitz and the City, which was included in the written testimony (see official meeting packet for full report). According to the emails there may be some right of way available, but he could not say for sure. Mr. Chiu stated that the current street width is narrower than desirable at twenty-three (23) feet rather than twenty-eight (28) feet and the intent is to have no parking there until the street is fully improved.

Ms. Falardeau pointed out that the 3rd Street improvements will be done when the development was put in but they skimmed on part of pavement. She asked if the right of way issue would be dealt then.

Chair Simpson replied that because this all happened maybe fifteen to twenty years ago, no one is still around among the staff that can say what happened, but they are trying to do something about an unsafe situation, which will inconvenience some people.

Mr. Paul Wanner said he talked to the owner there with some large frontage about parking there. The owner laughed about the situation and said it should have been corrected a long time ago. He did not feel the tenants should have to pay for something that should have been done right in the first place. He said he would like to see something get moving on the right of way situation before things get worse.

Commissioner Ronald Johns asked if there were any accidents in the area in recent years.

Mr. Tim Weaver, Police Sergeant, said there were no crashes there but visibility is quite reduced. He said cars travel slower in the posted 25 mph zone, but it still can seem too fast.

Ms. Libby Crow stated that parking is even more limited now by new homes in the area which makes it difficult to find a place for tenants to park, not to mention visitors. She feels it is beyond inconvenient for people to have to park a block and a half away from their home. She says there is only one parking spot available for each home, plus the garage.

Chair Simpson closed the public testimony.

Commissioner Neal Klein wanted to know where the City could go to reclaim the potential ownership of the right of way. Staff said they could speak to the homeowner there and research the records; once ownership of the right of way is established then removal of structures within can occur to make more room for vehicles to drive around.

Commissioner James Oravetz asked if making 2nd Street and 3rd Street one way roads would eliminate the width and visibility issues. Staff stated they did look into that option, but the impact is much greater; this would require a more extensive study and larger public hearing.

Ms. Sarah Thackeray said she was the one who originally brought the problem to city staff because of a near miss accident she experienced because people do not slow down and it is difficult to see around a van that is usually parked there. She thought it would be easy to just make it so no one could park there, she didn't realize it would affect others so much.

Commissioner Klein asked how many vehicles park there on average. Ms. Thackeray stated there are always at least two vehicles, a van and a Honda CRV. The van is the vehicle that causes a visibility problem when you get to that intersection and another car is coming.

Chair Simpson stated this intersection will be a right in, right out only within the next six months or so and asked if there will change her use of this intersection. Ms. Thackeray said it would not change her use or her concern.

Mr. Chiu suggested eliminating just one parking spot closest to the stop sign with yellow curb paint or signage since it causes the greatest challenge to visibility of oncoming traffic at that intersection.

Chair Simpson asked if anyone spoke to the owner of the van. Ms. Crow stated she tried to speak with them and received no response.

Commissioner Klein wished to go with the staff suggestion to paint curbs for one parking space from the stop sign. It may cause some inconvenience and it is not a total fix, but it could temporarily resolve some of the issue until the right of way issue is resolved.

MOTION: Klein/ to paint yellow curb on the north side of Third Street for one parking space from the stop sign in accordance to code. Motion failed for lack of a second.

Mayor Andrews pointed out that the TSC's previous action to have no parking in front of 25.21 and 25.21 must be rescinded in order to make a new motion.

Mr. Mike Malone added some additional input and suggested adding a stop sign for east bound traffic and making improvements to the area.

MOTION: Brandt/Klein to rescind the limited decision on **TSC-09-012** to eliminate parking on north and south side of Third Street. (7 Yes/0 No/2 Absent [Cotter, Dawson]) Motion carried.

MOTION: Klein/Brandt to paint the curbs yellow on the both the north and west side of Third Street at the intersection at Airpark Way in accordance with regulations so that parking be restricted within the visual triangle. (7 Yes/0 No/2 Absent [Cotter, Dawson]) Motion carried.

Chair Simpson directed staff to look into matter of the right of way as well as the building and land on south side, why it was not developed, and what can be done to bring it up to standard with a report given within the next two months.

B) Restrict parking at the intersection of 3rd and Chehalem Streets to allow for large vehicle access (TSC-09-015)

TIME – 8:10 PM

Mr. Chiu presented the staff report (see official meeting packet for full report).

Ms. Audrey Smith said she was undecided at this time and spoke of her confusion about the parking restrictions as they are currently, posted or not posted. Staff said there was no parking currently on the south and west side of the alleyway although there is no sign. Ms. Smith continued with her concerns about enforcement of the parking restrictions, considering they already get parking in front of their house, providing photos for the record (see official meeting packet for full report). She also wondered if it was possible for residents to park at the corner of River Street and 3rd Street where the old FISH donation parking lot used to be if parking is restricted further. Mr. Chiu stated the City does not own that property and there are liability issues to negotiate parking there.

Commissioner Oravetz suggested limiting parking to specified time periods. Mr. Chiu replied that staff also considered this alternative.

Mr. Joshua Smith spoke to reinforce his wife's points and clarify that people are still parking in restricted areas even with an existing sign, so any decision would be ineffective without enforcement. He agreed that garbage trucks getting stuck in this area have definitely been an issue over a half a dozen times.

Commissioner Johns assumed that emergency vehicles would also have difficulties maneuvering in this area as well.

Mr. Jack Miller, Newberg Garbage & Recycling, distributed photos taken today during garbage pick-up to show some of the issues they are having with collection in this area (see official meeting packet for full report). The photos showed how the truck had to cut the corner in order to get around the sharp turn in the road and what it looks like when vehicles are parked in the turn.

Chair Simpson asked if cars parked on the south side were causing as much of a problem as those on north side. Mr. Miller replied they are not a problem if they are on the north side unless they are on the corner. He said he was also hesitant to get into a time limited parking restriction because the times change so frequently.

Commissioner Klein suggested using the setback to move the curb back, which would eliminate the difficult ninety degree turn for the garbage truck, emergency vehicles, and delivery trucks.

Mr. Miller said that with cars on the north side the trucks have to stay on south and end up on bumping into cars parked on the east side of S. Chehalem Street.

Mr. Mike Malone, Newberg Garbage & Recycling, suggested making all of the south side of 3rd Street no parking as well as another fifty to sixty feet on the west side of S. Chehalem Street. He agreed with staff that although there is not a sign there, it is supposed to be no parking by ordinance. He appreciated Commissioner Klein's suggestion to redesign the radius but said it could not be tapered without having to re-do the entire block and he could not be sure that the larger trucks wouldn't still be stomping down the corner. He said the issue is more with the parking on the north side.

Chair Simpson asked if anyone spoke with the homeowners on the north side at 1115 3rd Street and 300 S. Chehalem Street as they will be losing parking there.

Mr. Smith stated that although those homeowners were not present he has observed there are extra driveway spaces available for parking at both residents. He did not feel it would impose on them too much as there appears to be sufficient off-street parking.

Chair Simpson closed the hearing.

Sergeant Weaver said this area has been problem with emergency vehicles in the past too because of larger fire and ambulance vehicles not being able to maneuver quickly and not having a place to work after they are stopped.

Commissioner Johns felt a second sign needed to be installed to enforce the existing no parking by ordinance. Sergeant Weaver agreed that oversight could be fixed, but it may not help emergency vehicles.

Commissioner Klein wondered if the no parking needed to extend to the east side of S. Chehalem Street just south of the residence at 300 S. Chehalem. Chair Simpson felt it would be better to start incrementally rather than eliminate all the parking at once.

MOTION: Oravetz/Woodruff to approve **TSC-09-015** eliminating parking on the north side of 3rd Street from the driveway at 1115 E. 3rd Street to the driveway at 300 S. Chehalem Street (7 Yes/0 No/2 Absent [Cotter, Dawson]) Motion carried.

NEW BUSINESS

A) Request for stop sign – Crater Lane at Oxford (TSC-010-001)

TIME – 8:57 PM

Mr. Chiu presented the staff report indicating a request for a stop sign on north Crater Lane at Oxford Street. According to traffic surveys conducted in November 2009 and compared to August 2008 reports, staff concluded that a four-way stop at this intersection is not warranted due to low traffic volume and rare accidents. Speed displays, traffic enforcement, and parental monitoring of children in the area was advised (see official meeting packet for full report).

Mr. Kris Scharfenberger stated that within that block there are at least twelve children under the age of six and all the children attending school there have to walk as there is no bus route for pick-up. He argued that the detectors placed for the traffic study is a deterrent because cars actually slow down rather than speed up when they see them, making them inaccurate. He also felt the speed survey was

conducted on days where there was noticeably less traffic due to the upcoming Thanksgiving holiday and school break. He agreed the percentage increases may not be great in comparison, but said it only takes one vehicle to harm a child. He also pointed out there is a decrease in grade on that road which causes vehicles to automatically speed up; if they know a stop sign is coming up there, then they will slow down.

Commissioner Johns said he drove around the school once when the children were released to go home and he observed thirty to forty children walking down that street.

Mr. Chiu asked about where the children cross the street.

Mr. Scharfenberger said some usually cross once at Foothills Drive and go to the side streets, but the problem is a break in the sidewalk on Crater Lane at Kemper Crest Drive where the road is unfinished, so kids have to cross back over. He said he wished to be proactive by putting stop signs in now because once the development is larger and the road is still narrow there will be more problems. He asked the TSC to please take care of this problem now.

Mr. Chiu pointed out that studies conducted on the effect of putting in stop signs show that drivers slow down for the sign and then resume their normal speed or even increase speed to make up for time lost by stopping. He had concerns for stop signs being used to control traffic.

Chair Simpson recessed at 9:11 PM and reconvened at 9:18 PM.

Mr. Justin Hovey also made arguments against the validity of the traffic studies because the one in 2008 was conducted during the summer when school was not in session and the 2009 study would have had a reduction in traffic because of people being out of town for Thanksgiving. He also mentioned there was a recent fatality on that road when a dog was killed just beyond Crater Lane the same night he was coming back from the last TSC meeting he attended. He said there are at least thirty kids plus parents every day after school and they all scatter once they are south of Kemper Crest Drive. He also felt the suggestion to monitor the children's activities better agitated him earlier because they are doing everything they can as parents and he even has a friend who is a police officer out there guarding their activities as well. He said if cost was an issue, he would be willing to raise the funds, but he just did not agree with the conclusions of the traffic study.

Mr. Phil Hagedorn pointed out that according to the traffic study 53% of the drivers speed yet there is no interest in a stop sign. He felt a major concern was where the road narrows after Kemper Crest Drive and pedestrians have to cross in order to get to a sidewalk on the east side. He spoke of this having five to six blocks with no stop signs to slow people down, noting that the dog killed in October could have very easily been a young child.

Chair Simpson asked if there were more children walking on the north or south. Mr. Hagedorn said it depends on the time of day; in the morning there are more on the north, in the afternoon more on the south.

Commissioner Oravetz asked about crossing guards. Mr. Hovey said there were not any crossing guards except maybe one on Foothills Drive.

Discussions followed about the details of the neighborhood streets and where stop signs and crosswalks were located and whether this area can be designated as a school zone. Chair Simpson agreed the timing of the two traffic counts would not have given accurate results of typical daily traffic. Sergeant Weaver said it would not fit into the boundaries of a school zone.

Commissioner Oravetz felt justified in creating a four-way stop here based on the fact this area is a high density residential area with young families, children, and school traffic. It would help break up a long straight-a-way where many children are walking and crossing.

Commissioner Lesley Woodruff wondered if thru traffic could be diverted to Chehalem Drive or elsewhere. Mr. Chiu said there is already a speeding problem on Chehalem Drive because drivers already know the speed limit is slightly higher on some parts of that road.

Commissioner Klein felt another study would be beneficial when school is in session to get some true numbers. He spoke of benefits and problems from using many stop signs and used recent decisions on Vittoria Way as an example. He said that although the study does not warrant a four-way stop, common sense does because of the large number of children walking and crossing in this area. Based on past decisions and the testimony of those most severely impacted, a four-way stop with crosswalks would be a good solution.

Mr. Chiu agreed with the benefits of taking another look at the area as well as other intersections within the area. He also spoke of dividing Crater Lane from Mountainview Drive into three parts and possibly considering placing two stops along there to prevent drivers from increasing speed after they get through the first stop sign. He noted that if crosswalks were to be installed they can not be painted until the road is continuously dry for several days.

MOTION: Klein/Sult to approve **TSC-10-001** as a limited decision to create a 4-way stop at the intersection of Crater Lane and Oxford Street and including the installation of four crosswalks. (7 Yes/0 No/2 Absent [Cotter, Dawson]) Motion carried.

OLD BUSINESS

A) Ratify TSC-09-016: No parking request S. college at First Street

TIME – 9:51 PM

Ms. Mary Newell, Support Services Manager, said there were no appeals made so the decision goes into effect.

B) Ratify TSC-09-017: Yellow curb on Fulton Street at GFU driveway to Plant Services Building

Ms. Newell said there were no appeals made so the decision goes into effect. Painting will not occur until spring.

STAFF REPORTS - GENERAL INFORMATION

A) Police

Sergeant Weaver said he will send information on the new 2009 mobile phone legislation to the TSC members and spoke of recent new hires.

Ms. Newell asked if the TSC would like to hold a workshop at the next meeting in February. The TSC unanimously agreed they would like to hold a workshop every other month at 6:00 PM starting in February. It was requested the City Attorney be available for the February workshop and pictures for the brochure would be taken.

B) Engineering

Mr. Chiu gave updates on the signals at Hwy 219 and Everest, which has a new deadline of December 2012, and the right in, right out only. He mentioned a suggestion to install a crossing flag system for pedestrians at the intersection of 1st Street by the Post Office. Chair Simpson asked if he could prepare a brief report for next month's workshop.

C) Items from Commissioners

Commissioner Woodruff gave updates on the grant she wrote to ACTS Oregon for the bike safety program with the library. They have not heard back yet.

Commissioner Klein wished to hear an update on the search for a TSC student commissioner and the lack of TSC agendas on the new website. Ms. Newell said there has been difficulty getting applicants and the school term is coming to a close and they are still working on catching up the database on the new website.

A discussion followed concerning new member emails and reviewing the bylaws with the City Attorney at the upcoming February workshop.

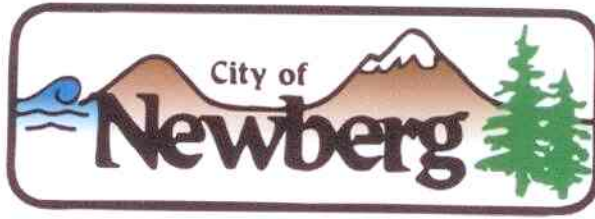
ADJOURN TO NEXT MEETING

The meeting adjourned at 10:45 PM until February 8, 2010 including a 6:00 PM workshop.

Approved by the Newberg Traffic Safety Commission this 8th day of February, 2010.

Jennifer L. Nelson
Recording Secretary

Michael R. Simpson
Traffic Safety Commission Chair



NOTICE OF TRAFFIC SAFETY COMMISSION MEETING

YOU ARE HEREBY NOTIFIED that the following topic will be discussed by the Traffic Safety Commission for the City of Newberg on

Monday, February 8, 2010, beginning at 7:00 p.m.

at the Newberg Public Safety Building, 401 E. Third Street, Newberg, OR. The Traffic Safety Commission would like to hear your comments as the Commissioners explore the:

Impact of closing an exit from Highway 99W to First and Morton Streets.

The Traffic Safety Commission desires to close this exit for traffic safety consideration. Emergency services can still reach the First and Morton Street neighborhoods via Second Way from Highway 99W.

No final decisions on closure will be made at this meeting. However, the information gathered may be used to guide the process as directed by the Traffic Safety Commission. Your attendance at this meeting would be much appreciated.

If you can't attend, you may submit your comments before 5 PM, Monday, February 8, either in writing by mail or email to:

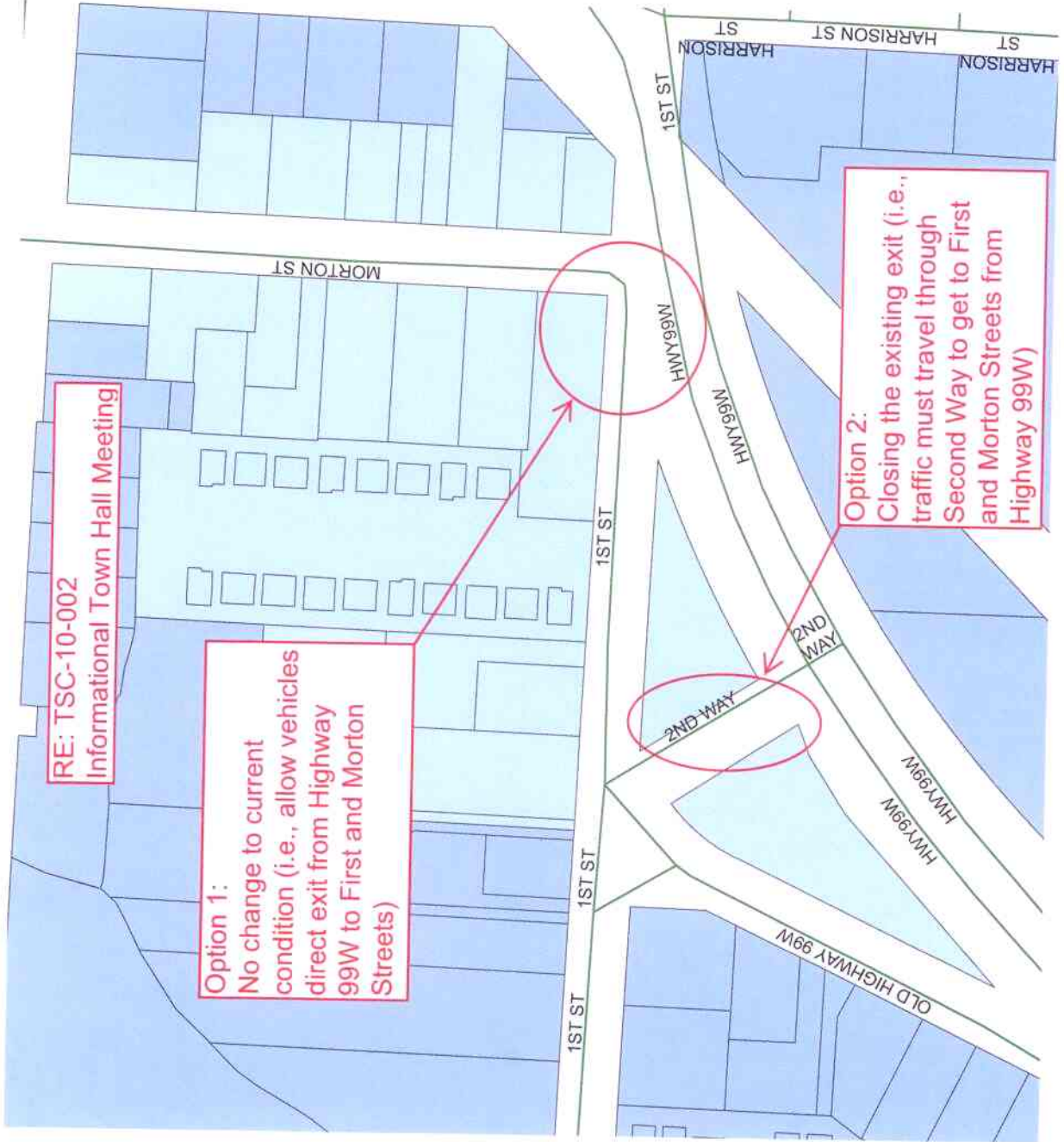
Traffic Safety Commission
PO Box 970
Newberg OR 97132
TrafficSafety@newbergoregon.gov

Posted: January 28, 2010

RE: TSC-10-002
Informational Town Hall Meeting

Option 1:
No change to current
condition (i.e., allow vehicles
direct exit from Highway
99W to First and Morton
Streets)

Option 2:
Closing the existing exit (i.e.,
traffic must travel through
Second Way to get to First
and Morton Streets from
Highway 99W)



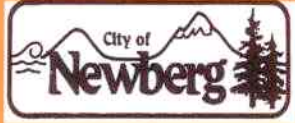
TSC-10-003 Emma at Creekside



On January 13, 2010, Mr. Craig Ewing, who lives on Emma Lane, came to City Hall and presented a request for a STOP sign on Creekside Lane at the T intersection with Emma Lane. He further requested that a NO OUTLET sign be placed on Emma Lane, west of the same intersection.

The west end of Emma Lane terminates before a private residential driveway. According to Mr. Ewing, a vehicle stopped abruptly at this location one night last November and left about 55 feet of skid mark on the dry pavement. He believed that the driver was traveling at high speed without realizing that Emma Lane has no outlet. Mr. Ewing observed that southbound vehicles on Creekside Lane very often do not stop or slow down at Emma Lane while turning east (i.e. left) onto Emma Lane. He feared that accidents may happen one day at this location if the requested signs are not installed. He wondered why the developer was not asked to place these signs in the first place.

Staff had subsequently visited the site. The NE corner was obscured by existing fences. Staff agreed with Mr. Ewing's request.



**Public Works Department
Engineering Division**

Lower Floor, City Hall
414 East First Street, Newberg, Oregon 97132
Mailing: P.O. Box 970, Newberg, Oregon 97132
Tel: 503-554-7705 Fax: 503-537-1277

MEMORANDUM

Date: January 28, 2010

To: Newberg Traffic Safety Commission

From: Paul Chiu, PE, Senior Engineer *Paul Chiu*

Cc: Howard Hamilton, Public Works Director

**RE: TSC-09-014
STOP sign request on Second Way at First Street**

On October 20 through 22, in 2009, traffic data were collected on Second Way in the vicinity of W. First Street. This was a response to a request to install a STOP sign on Second Way at the intersection with W. First Street.

Based on the substantial traffic volume during rush hours, staff recommends that STOP sign shall not be installed at the above location. (See attached data.)

This is due to the fact that we have less than 200 feet of travel lane on Second Way, not sufficient storage before a STOP sign, which could result in unsafe traffic backup onto Highway 99W.

If you have questions, please feel free to contact me. Thank you.

Description 1 : 2nd Way
Description 2 :
Description 3 :

Site: 2nd Way
Tuesday, 10/20/2009, 12:00:00 AM -
Thursday, 10/22/2009, 12:00:00 PM

Speed Grand Totals
South Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	3.3	1.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.3	0.7	2.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.3	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.3	0.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	12.0	3.7	6.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	36.3	8.0	23.7	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	81.7	18.7	44.3	18.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	129.3	30.3	81.7	17.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	112.7	29.3	71.7	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	81.0	23.7	43.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	82.0	24.3	43.0	14.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	74.7	25.7	38.3	10.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	79.0	25.5	40.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	83.5	25.5	44.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	73.5	22.5	40.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	77.0	21.5	38.5	16.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	69.0	17.5	36.5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	69.5	17.5	34.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	85.5	21.5	53.5	10.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	55.5	12.0	34.5	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	40.5	10.5	24.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.5	6.5	17.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	16.0	3.0	10.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.5	2.0	5.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1309.0	353.2	737.5	214.2	3.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
12.8 13.7 17.1 20.2 20.9

10 mph Pace Speed
Number in Pace

12.2 - 22.2
4467 (88.4 %)
Average
Minimum
Maximum
17.0 mph
5.4 mph
44.8 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.0 % 0.0 % 0.0 %
Count 0 0 0

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	3242	874	1834	523	10	1	0	0	0	0	0	0	0	
South Bound	27.0%	56.6%	15.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TSC-09-014
Traffic Data for Second Way at First Street

Site: 2nd Way
Tuesday, 10/20/2009, 12:00:00 AM -
Thursday, 10/22/2009, 12:00:00 PM

Speed Grand Totals
North Bound

Percentile Speeds (mph)	10%	15%	50%	85%	90%
	15.6	16.7	20.2	23.1	23.7

Average	14.7 - 24.7	19.9 mph
Minimum	8 (88.4 %)	5.2 mph
Maximum		47.9 mph

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
0	0	0

Study Grand Totals

[illegible]

Description 1 : 2nd Way
 Description 2 :
 Description 3 :

Site:
 Tuesday, 10/20/2009, 12:00:00 AM -
 Thursday, 10/22/2009, 12:00:00 PM

TSC-09-014 Traffic Data for Second Way at First Street

Speed Grand Totals
 Combined

mph	Hourly Averages													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	10.3	4.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12:00 AM	7.0	3.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 AM	3.0	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 AM	6.3	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	14.7	7.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 AM	39.7	25.7	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	91.7	50.7	20.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	166.3	103.7	27.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	150.0	94.7	19.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 AM	116.0	58.7	24.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 AM	120.7	61.3	30.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	127.0	67.0	27.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 AM	133.0	66.0	35.5	2.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	
12:00 PM	129.0	62.0	34.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:00 PM	143.0	76.0	33.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:00 PM	299.0	120.5	124.5	13.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 PM	490.0	165.0	264.5	26.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4:00 PM	433.0	162.5	224.5	15.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 PM	250.0	112.0	98.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:00 PM	125.5	66.5	38.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	84.5	50.5	21.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	65.5	36.0	20.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	37.0	23.0	10.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
10:00 PM	18.5	10.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	471.2	1432.5	1074.5	79.7	2.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	
ADT	3060.7													

Percentile Speeds
 (mph)

10 mph Pace Speed
 Number in Pace

Speeds Exceeded
 Count

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
Total	3242	874	1834	523	10	0	0	0	0	0	0	0	0	
South Bound	27.0%	56.6%	16.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
North Bound	3732	269	1513	1791	154	4	0	1	0	0	0	0	0	
		7.2%	40.5%	48.0%	4.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Combined	6974	1143	3347	2314	164	5	0	1	0	0	0	0	0	
		16.4%	48.0%	33.2%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

18.6 mph
 5.2 mph
 47.9 mph

13.7 - 23.7
 9817 (85.0 %)

55 mph
 0.0 %
 0

65 mph
 0.0 %
 0

75 mph
 0.0 %
 0

Description 1 : 2nd Way
Description 2 :
Description 3 :

TSC-09-014

Traffic Data for Second Way at First Street

Volume Grand Totals

Site: 2nd Way
Tuesday, 10/20/2009, 12:00:00 AM -
Thursday, 10/22/2009, 12:00:00 PM

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	3.3	7.0	10.3
1:00 AM	4.3	2.7	7.0
2:00 AM	2.3	0.7	3.0
3:00 AM	4.3	2.0	6.3
4:00 AM	12.0	2.7	14.7
5:00 AM	36.3	3.3	39.7
6:00 AM	81.7	10.0	91.7
7:00 AM	129.3	37.0	166.3
8:00 AM	112.7	37.3	150.0
9:00 AM	81.0	35.0	116.0
10:00 AM	82.0	38.7	120.7
11:00 AM	74.7	52.3	127.0
12:00 PM	79.0	54.0	133.0
1:00 PM	83.5	45.5	129.0
2:00 PM	73.5	69.5	143.0
3:00 PM	77.0	222.0	299.0
4:00 PM	69.0	421.0	490.0
5:00 PM	69.5	363.5	433.0
6:00 PM	85.5	164.5	250.0
7:00 PM	55.5	70.0	125.5
8:00 PM	40.5	44.0	84.5
9:00 PM	25.5	40.0	65.5
10:00 PM	16.0	21.0	37.0
11:00 PM	10.5	8.0	18.5
ADT	1309.0	1751.7	3060.7

Study Grand Totals		
South Bound	North Bound	Combined
3242	3732	6974
46.5 %	53.5 %	